Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A motorcycle tire, comprising:

a plurality of main blocks scattered on a tread; and

sub blocks provided between the main blocks, each sub block being made of rubber and having a block height lower than that of the main blocks, each sub block comprising:

a bottom portion extending radially upward from the tread and having a side that maintains substantially a constant angle with respect to the radial direction; and

a top portion extending radially upward from the bottom portion to an upper face of the sub block,

wherein a part of the rubber constituting a top portion of the sub block is removed to reduce the a cross sectional area of a the upper face of the sub block. block is less than a cross sectional area of the sub block at a radially uppermost portion of the bottom portion based on at least one of (a) a change in the angle of the side of the sub block radially upward from the bottom portion, or (b) a depression in the upper face of the sub block, and the upper portion nowhere extends beyond the bottom portion in a plan view of the sub block.

2. (Previously Presented) The motorcycle tire according to claim 1, wherein said sub blocks are positioned between the main blocks adjacent with each other in a tire width direction.

3.   (Previously Presented) The motorcycle tire according to claim 1, wherein said sub blocks are positioned between the main blocks adjacent with each other in a tire circumferential direction.

4.   (Previously Presented) The motorcycle tire according to claim 1, wherein said sub blocks are positioned between the main blocks adjacent with each other in a direction slanted in relation to a tire circumferential direction.

5.   (Currently Amended) The motorcycle tire according to claim 1, wherein a negative ratio is between 65 % and 97%, the negative ratio being an amount of space of ~~the grooves,~~a groove, calculated as a percentage of ~~the tread~~a tread area in each of plural basic pattern ~~elements,~~elements constituting the tread on condition that the upper face area of the top portion of the sub block is included in the groove;

    a tread curvature ratio, obtained when a distance measured along the a tire radial direction between a tire sectional height position and a tread edge position is divided by the tread width, is between 0.20 and 0.50;

    a block area ratio, defined as the ratio of total area of upper faces of top portions of the sub blocks to a total area of upper faces of the main blocks, is between 0.05 and 1.2 in each of plural basic pattern elements constituting the tread; and

    a block height ratio, defined as a ratio of a block height of the sub blocks at an upper face to a block height of the main blocks, is between 0.3 and 0.8.

6.   (Previously Presented) The motorcycle tire according to claim 5, wherein said negative ratio is between 75 % and 97 %, said tread curvature ratio is between 0.20 and 0.50, and said block area ratio is between 0.2 and 1.2.

7.   (Previously Presented) The motorcycle tire according to claim 5, wherein said negative ratio is between 65 % and 85 %, said tread curvature ratio is between 0.20 and 0.50, and said block area ratio is between 0.05 and 0.5.

8.   (Currently Amended) The motorcycle tire according to claim 1, wherein ~~a bending portion is provided at a mid point of a side wall extending from a groove bottom toward an upper face of a sub block and the sub block is divided into a bottom portion and a top portion, and~~ the upper face area of the top portion is between 0.2 and 0.8 times as much as the upper face area of the bottom portion.

9.   (Previously Presented) The motorcycle tire according to claim 1, wherein a bending portion is provided at a mid point of a side wall extending from a groove bottom toward an upper face of the sub block, and the height of said bending portion from the groove bottom along a tire radial direction is at least 0.5 times and less than 1.0 times as much as the block height of the sub block.

10.   (Previously Presented) The motorcycle tire according to claim 1, wherein said sub block has such a shape that a dimension in a tire circumferential direction is greater than a dimension in a tire width direction.

11.   (Previously Presented) The motorcycle tire according to claim 1, wherein said tire has a radial carcass.

12-13. (Canceled)

14.   (New) A motorcycle tire, comprising:

a plurality of main blocks scattered on a tread; and

sub blocks provided between the main blocks, each sub block being made of rubber and having a block height lower than that of the main blocks, each sub block comprising at least one of (a) a depression in a central region of an upper face of the at least one sub block, the depression extending downward to a height lower than the block height, or (b) a bending portion at a mid point of a side wall extending from a groove bottom toward an upper face of the sub block,

wherein, an upper face area of the sub block is smaller than a cross sectional area of the sub block at the height of the least one depression or bending portion.

15.   (New) A motorcycle tire, comprising:

a plurality of main blocks scattered on a tread; and

sub blocks provided between the main blocks, each sub block being made of rubber and having a block height lower than that of the main blocks, each sub block comprising:

a top portion extending downward from an upper face of the sub block to the lowest of at least one of a bending portion of a sidewall of the sub block or a bottom of a depression in the upper face of the sub block; and

a bottom portion extending downward from the lowest of at least one bending portion or bottom of a depression, to a groove surface,

wherein an area of the upper face of the sub block is less than a cross sectional area of the sub block at a height of the bottom portion and the upper portion nowhere extends beyond the bottom portion in a plan view of the sub block.